

HAVE YOU TRIED  
"CLUB."  
OUR STANDARD BLEND OF  
SCOTCH WHISKY  
\$14.00 PER DOZEN  
Sample on Application.  
H. PRICE & CO.,  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

GUINNESS  
THE FINEST  
STOUT IN THE WORLD.  
"BOAR'S HEAD"  
BOTTLING.  
Per case 8 dozen Pints \$24.00  
For dozen Pints ... 3.00  
SOLE AGENTS:  
H. PRICE & CO.,  
12, QUEEN'S ROAD

No. 14,812 號二十百八千四萬一第 日十三月九年十三結光 HONGKONG, THURSDAY, SEPTEMBER 28TH, 1905. 四拜禮 號八十二月五年五零百九千一英倫香 PRICE, \$3 PER MONTH.

**WATSON'S  
HOUSEHOLD  
AMMONIA**  
FOR THE BATH, TOILET AND  
HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed.  
Promotes a healthy action of the skin, counter-  
acts all effects of perspiration, and is as  
refreshing and invigorating to the system  
as a Turkish Bath.

**A. S. WATSON & CO.,  
LIMITED.**  
THE HONGKONG DISPENSARY.  
[a1342]

**CUTLER, PALMER  
& CO.'S**

A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a55]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1905. [a1412]

NOTICE.

**GEO. FENWICK & CO., LD., Engineers**  
&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marine  
Lots Nos. 31 and 32; approximate area 43,000  
square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [133]

**SIEMSEN & CO.,**  
SURGEON DENTIST,  
No. 10, D'ARCADE STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [2174]

**DR. M. H. CHAUN.**

**THE latest Method of the AMERICAN  
SYSTEM of DENTISTRY.**  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2056]

**RUINART PERE & FILS, REIMS.**  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal).  
LAUTS, WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May, 1905. [122]

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE BROWN  
TARPAULING  
ABENHOLD, KARBURG & CO.  
Sole Agents.

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA),  
MACAO.

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong  
One steamer (s.s. "Hengyuan"), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply  
[a241] THE MANAGER.

## PEERLESS SCOTS WHISKIES

**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**  
3 Star, SPECIAL—The finest of all "Fog" WHISKIES at ... \$18.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor  
Once tried, preferred to all others. Sole Agents for Hongkong:  
1298 F. BLACKHEAD & CO.

IMITATED BUT NOT EQUALLED:

## CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL  
COMPLAINTS ARISING FROM DEPRESSED VITALITY.  
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.  
ALL CLUB AND HOTEL BARS KEEP IT.

**WATKINS, LIMITED,**  
CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS.  
(Crown Brand).  
APOTHECARYS HALL, HONGKONG. [a38]

## CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a1299]

## LANE, CRAWFORD & CO.

**NEW GOODS FOR ALL DEPARTMENTS  
NOW ARRIVING.**

**GROUND FLOOR—** GENTLEMEN'S OUTFITTING, HOSIERY, &c.  
HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE.  
CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR.  
GROCERIES, WINES AND SPIRITS.  
SHIP-CHANDLERY DEPARTMENT.  
**1ST FLOOR—** PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c.  
TAILORING.  
& GENERAL OFFICES.  
**2ND FLOOR—** FURNISHING, UPHOLSTERY, CARPETS, BEDSTEADS.  
HOUSEHOLD LINEN, &c.  
By **LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-  
ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.**

## LANE, CRAWFORD & CO.

Hongkong, 28th September, 1905. [a36]

## MOSELLES.

THE FASHIONABLE WINES OF THE MOMENT ARE MOSELLES BOTH  
STILL AND SPARKLING: WE HAVE IN STOCK AT THE MOMENT—

	Per Case 1 doz. bottles	Per Case 2 doz. bottles
GRACHER (SUPERIOR) ...	\$18.00	\$20.00
SPARKLING MOSELLE (CROWN LABEL) ...	24.00	26.00
BERNCASTLE DOCTOR (VERY CHOICE) ...	38.00	

TELEPHONE No. 75.

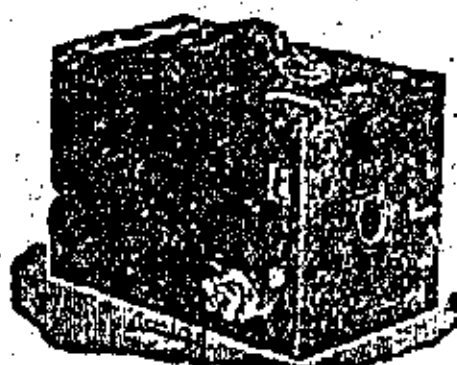
**CALDBECK, MACGREGOR & CO.,**  
WINE & SPIRIT MERCHANTS.  
15, QUEEN'S ROAD CENTRAL.  
Hongkong, 27th September, 1905. [a37]

## KOWLOON HOTEL.

**KOWLOON.**  
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS  
AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
**JAS. W. OSBORNE, PROPRIETOR AND MANAGER.** 2068

## PHOTO SUPPLIES.

DEVELOPING  
AND PRINTING  
GOOD WORK,  
PROMPT  
RETURN  
UNDERTAKEN.



UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

## LONG, HING & CO.,

PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. FR. BRUNCK, Silk Lace Manufacturer,  
NEXT DOOR to our FORMER ADDRESS.  
Hongkong, 15th August, 1904. [a39]

## KELLY & WALSH, LD.

THE OPAL SHIRAZ, by Fergus Hume	1.75	INFANTRY TRAINING 1905	90
THE KING'S MESSENGER, by Louis	1.75	LA CHINE POSE TOUS, HISTOIRE	1.75
THE PROSPECTOR, by Ralph Connor	1.75	POPULATION, ADMINISTRATION, &c.	1.75
LA COSTAZZA, ROMAN DE L'ESPAGNE	2.25	by J. Baatrem	2.50
AMOURUSE, by L. de Bradi	2.25	DU KREMLIN AU PACIFIC, by G. Durand	1.90
CELINE, FILLE DES CHAMPS, by P. de	2.25	THE ART OF WRITING ENGLISH, by	1.90
Quorlon	2.25	Meiklejohn	3.90
CORPUS D'AMOURUSES, by H. Melot	2.25	SCIENTIFIC AMUSEMENTS, by H. Fitch	3.90
LES AMOURS DE JULES, by Hermann	2.25	PUBLICAN & SERP, FROM THE RUSSIAN	43
Paul (Album Illustré)	2.25	OF SKITALETZ	5.00
THE FAR EAST, by ARCHIBALD	2.25	LE PANORAMA SALON 1905	5.00
LITTLE, Numerous Illus. & Maps	2.50	THE PITH OF THE CLASSICS.	
NAPLES, PAST AND PRESENT, by A. H.	2.50	QUOTATIONS FROM THE CHINESE	
Norway, with Coloured Plates	3.50	CLASSICS IN DAILY USE, by J. Dyer	
HUSBAND, WIFE & HOME, by C. F. Goss	3.50	Ball	\$2.00
CIVIL ENGINEERING, by T. Claxton	3.00	COMMERCIAL AND PRIVATE	
Fidler	2.30	PRINTING.	
GOLF & HOW TO PLAY IT, by "An Old	2.30	LOWEST PRICES.	
Player"	3.00	ESTIMATES FREE.	
THE RATIONALE OF ASTROLOGY, by A.	80	NEW PLANT. NEW TYPE.	
H. Barley	40	EUROPEAN SUPERVISION.	[a34]
BRAIN BUILDING, by J. Ralph	4.00		
SELECTIONS FROM THE WORKS OF	4.40		
RESKIN, 2 VOLS.	4.40		
THE SOCIAL EVIL IN UNIVERSITY LIFE,	1.50		
by R. N. Willson M.D.			

**THE LAHMEYER ELECTRICAL CO., LD.**  
LONDON.

**THE FELTEN & GUILLAUME-LAHMEYER WERKE**  
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to— **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a4a]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Practical Book-keeper and Account- ant's Guide, by Scudder	3.90	The Search of Eldorado, by Macdonald	4.00
An Eye Witness in Manchuria, by Lord	3.50	Idle Ideas in 1905, by Jerome K. Jerome	2.70
Brooke	40	Don Quixote, by T. Rolfe	4.70
John Chilcote, M.P.	40	Virgilus, a Tale of the Coming of	1.75
THE PITH OF THE CLASSICS.		Christ, by Irving Bacheller, Cloth	1.75
Quotations from the Chinese Classics	2.00	Fort Arbut, three months with the	5.90
in Daily Use, by Dyer Ball	2.00	Islanders, by Villiers	5.90
In Old New York, by Wilson Barrett &	80	Rifle and Romance in the Indian Jungle,	7.50
Barrow	80	by Glasford	3.90
How to become a Secretary, by Shepard	2.50	The Gold Bug and other tales, by A. E. Poe	2.70
Lorraine, by Robert Chambers	2.50	Jirrickin Days in Japan, illustrated	2.70
A Text Book of Mechanical Engineering	9.50	Whitaker's Peasage 1905	3.50
by Lineham	2.50	With the Russians in Manchuria, by	3.50
The Upton Letters	2.50	Maurice Baring	3.50
Variation of Animals and Plants, by	3.00	Collins Graphic Dictionary, numerous	3.00
Darwin, 2 vols.	3.00	Illustrations	
Russia from Within, by Ullar	6.50	New Stock of TENNIS RACKETS	
		FORRESTERS AND SLAZENGOES.	[a3a]

## HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. [1905]

## CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

	Per Case \$22.50
BRANDY * * * *	20.00
" * * *	16.75
" * *	20.00
WHISKY, PALL MALL	12.50
" JOHN WALKER & SONS'	
OLD HIGHLAND	10.50
" C. P. & CO.'S SPECIAL	
BLEND	20.00
PORT WINE, INVALIDS	13.75
" DOURO	20.00
SHERRY, AMOROSO	16.00
" LA TORRE	40.50
BENEDICTINE, D.O.M.	

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.**

HONGKONG AGENTS. [a44]

## A. TACK & CO.

26, DES VŒUX ROAD CENTRAL, HONGKONG.

**FURNITURE, CROCKERY, GLASS & PLATED WARE.**

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,  
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,  
and cheap Magazine Cameras. Prices considerably reduced. [a45]

## INSURANCE

THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

- A MONG others are the following:
- (1) Immediate acceptance and issue of Policy  
No provisional acceptance or reference to  
Head Office.
  - (2) Claims and Surrenders paid, and LOANS  
ADVANCED on the spot without  
reference home.
  - (3) Liberal Paid-up Policies, Surrender and  
Loan values.
  - (4) Immediate reduction to Home Rates upon  
leaving the East either permanently or  
for a short period.
  - (5) Exceptionally liberal conditions for  
payment of premiums in arrears.
  - (6) Premiums may be paid in half-yearly or  
quarterly instalments without any  
addition.

**DODWELL & CO., LD.,**  
Agents.  
[a1566-5]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.  
131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES,  
Acting Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th July, 1905. [a1739]

### CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a4]

### CARLTON HOUSE

HOTELS,  
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Entrance and the Waverley Hotel  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.  
Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904. [a4]

### VICTORIA HOTEL.

SHAMKUN—CANTON.  
On the British Concession.

### MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European  
Management.

Every Comfort and Convenience for Residents  
and Tourists.

WM. FARMER,  
Proprietor.

### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on  
sale daily at Mr. AH YAU'S FERRY  
WHARF STALL. Price 15 cents per copy  
Cash.  
Hongkong, 22nd December, 1903.



## INTIMATION

A. S. WATSON & CO.,  
LIMITED,WINE & SPIRIT  
MERCHANTS.

HAVE BEEN APPOINTED AGENTS FOR MESSRS.

ROBERT PORTER  
& CO.

BOTTLEERS OF THE FAMOUS

BULL DOG  
BRANDBASS ALE, GUINNESS STOUT,  
AND LIGHT ALES.

## PRICES:

	PER CASE	8 doz pts \$25	Pordez pts \$3.25
"BULLDOG" Bass Ale			
"BULLDOG" Light Ale	4 .. qts \$18		qts \$4.50
"BULLDOG" in Chum- pago Bds	8 .. pts \$24		pts \$3.00
(Specially brewed for this climate)	12 .. splits \$27		splits \$2.49
"BULLDOG" Guinness Stout	8 .. pts \$24		pts \$3.00
Do.	12 .. splits \$28		splits \$2.40

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

[33]

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith on the part of the writer.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of JALRY FASSE should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Edition.

P.O. Box, 33. Telephone No. 12.

BIRTHS.

On 21st September, at Shanghai, to Mr. and Mrs. J. B. MINGHAM, a son.

On 2nd September, at Shanghai, to Mr. and Mrs. R. C. PHILLIPS, a daughter.

On 2nd September, at Shanghai, the wife of Capt. F. BORN, of a daughter (premature).

DEATHS.

On 10th August, in Hongkong, PHIL MOLLER, of Shanghai, to JAMES LYDIA BARNES.

On 5th September, at the Military Hospital, Laokai (Tongking), JULIUS NEUMANN, Commissioner of Customs, aged 55 years.

HONGKONG OFFICE: 10A, DES VIGUE ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 28th, 1905.

If the first Anglo-Japanese Treaty was not aimed at Russian ambitions, it is difficult to exclude the conclusion that the new one is. Our London correspondent's summary, appearing in our telegraphic news this morning, seems to point distinctly to Russia, as the only Power likely to force an unprovoked war upon either Japan or Great Britain. It is unpleasant to have to expose the rift in the lute, and to becloud the happiness which the humane world is presumably extracting from the present peace; but it does not appear to us unjust to suggest that this present peace between Russia and Japan, without the Anglo-Japanese Treaty, would not have come about. The event nearest to it would have been a truce of uncertain duration. The temper of Russia during the negotiations, and her demeanour afterwards, point to the sad fact that she (if we may speak of her as a coherent entity for once) has failed to profit by her late experiences, which should under normal conditions have had a chastening value. What we are now suggesting, that on a suitable occasion in the not distant future, Russia would undoubtedly seek to bring about a war

of revenge, does not originate with us. It has been made more or less impudently in Russia and by Russians. On the other hand, we are not so blinded to the human instincts of our allies that we would acquit them of all proneness to a similar temptation in similar circumstances. We have already pool-pooled the attribute of "magnanimity" in connection with their surprising abandonment of vital parts of their peace proposals; and are convinced that eminently sane and sensible calculations were at the base of their concessions. They are a practical folk, steeped in Spencer, materialism, and utilitarianism; and we credit them with the common sense that is necessary to the consideration of the question. Is the game worth the candle? Their enjoyment of the game must have been considerably keener than was Russia's, and they were left with an inch or two afloat while Russia's was guttering and sinking in the socket; but as the other player in the darkness seemed to have lost all idea of the enormity of the waste, Japan had to have sense for both. This new agreement helps us to understand Japanese shrewdness, and to see the progress they have made since they entered upon the war. If ever a war was a war of self-defence, this, so far as Japan was concerned, was such. It is amusing to those who remember the nervous misgivings with which they contemplated the first step to read that "there was no certainty of success"—the speech of a latter-day apologist for the peace terms. There certainly was no certainty of that sort apparent in Tokyo; only the conviction that it must come, that the people would do their best, and that three-armed with a just quarrel, they had a right to hope that the outcome would not be disastrous. As Marshall YAMAGATA has admitted, they were even "prepared for partial discomfiture." The position then was that Japan was threatened, directly menaced, like a person with an incipient cancer. It had to be the surgeon's knife then—or subsequent yielding to the lupus. It is only necessary to compare Japan's present position with her position before the war, to see whether she has lost anything material in the diplomatic engagement in America. The Korean question is settled in her favour; the Liaotung peninsula is regained; the menace in Manchuria removed. What is more, as this Anglo-Japanese agreement shows, Japan has at least ten years in which to mind her own affairs, secure from all menace in that quarter.

Admiral Rozhdestvensky is now quite well again.

There were 71,282 Russian prisoners in Japan at the end of August.

The English mail of the 25th August was delivered in London on the 23rd instant.

Japan has already subscribed ten million yen for the purpose of providing a volunteer fleet.

The Mikasa's decks are undamaged. The latest official return of casualties was 256 killed or missing and 373 wounded.

A typhoon warning dated Manila Observatory at nine a.m. yesterday said: "Typhoon West of Manila; moving probably W.N.W."

Land in the business quarter of Arab Street, Singapore, was recently sold by auction for as much as \$46 per square foot.

The Chartered Bank of India, Australia, and China has declared a dividend for the past half year (ending June 30) of twelve per cent per annum, free of income tax.

Chills desiring to enter for the forthcoming Cricket League Competition are requested to send in their application to the Hon. Secretary, Mr. A. E. ASGER, Victoria Buildings, on or before the 30th instant.

One of the best features of a sea-bath, says the *Family Doctor*, is the salt water inadvertently swallowed by bathers, which is a wonderful tonic for the liver, stomach, and kidneys. We presume an exception would be made in the case of the water of the Canton estuary.

The troubles at Tokyo and Yokohama have had one result not altogether bad; they have suppressed the threeshare idyll of the gentle Japanese policeman and the respectful criminal, who gracefully obeyed the invitation, "Esteemed criminal, please condescend to enter august goal."

The *Braille Weekly*, No. 7 of the first volume, has reached us. It contains about twenty pages of the embossed letters or dotted diagrams by which the blind are enabled to see—with their finger tips. That our afflicted brethren are no longer so isolated from the world as they once were is evident in the list of contents, by which we see the blind readers are literally kept in touch with such affairs as the Carron resigns, France and Morocco, the settlement of the Lancashire dispute, General Booth's tour, the international golf match, and so on. We will be glad to send this copy to any person who can use it.

Eight hundred and four Russians were amongst the passengers sailing by the *Rosa* yesterday.

The Indo-China steamer, *Katsang*, from Calcutta and the Straits, left Singapore for this port on the 20th inst. at 5 p.m.

Great interest is being taken in the forthcoming exhibition of photographs by amateurs which has been arranged by Messrs. Long, Hing & Co., of No. 17 Queen's Road. It will be seen from the advertisement on page 3 that the closing date for entries has been postponed until October 31st.

From the statement of accounts of the Dallas Horse Repository at Shanghai, it is seen that the net profit for the year ending May 31, amounts to Tls. 24,123.00, and the directors propose to apportion this sum as follows:—

To pay a dividend of 8 per cent. per annum, which will absorb Tls. 20,000.00

To write off good-will account, 4,000.00

To carry forward to new account 612.30

Tls. 24,612.30

At his studio on Tuesday night pupils of Mr. L. A. de Graa, assisted by local amateurs, gave a successful concert. The well-attended programme gave the performers ample scope for the display of their accomplishments, and the consensus of opinion in the large company was that the pupils acquitted themselves in a most praiseworthy manner, and that the other contributors to the programme added much to the pleasure of the evening. The artists were Mrs. Coggin, Miss F. Hains, Miss A. Gutteries, Messrs. A. E. Paine, W. J. Percell, A. Wadsworth, G. J. Inokyo, and L. A. de Graa. Mrs. Gutteries and Messrs. Sheldahl, Mack and Inokyo acted as accompanists. In addition there was an orchestra of ten performers.

A French contemporary has been publishing some statistics of the number of foreigners resident in Paris, London, Berlin, and St. Petersburg. In Paris, it seems, there are nearly 200,000 strangers, while London comes next with 95,000. In St. Petersburg the number given is 23,000; while in Berlin it drops to 18,000. Somewhat curiously, the most numerous of all foreigners in the French capital are the Germans, whose numbers are put at 27,000. The Swiss come next with 26,000, while the English total is a mere 11,096—the smallest number of any except the Russians, of whom there are said to be 9,000. Against these figures it may be interesting to state that it is officially computed there are less than two thousand foreigners in Tokyo.

THE TYPHOON.

Inverted cones, coloured red, were hoisted yesterday afternoon, indicating that a typhoon was moving from the south in this direction. The warning was quickly acted upon, and before darkness had fallen most of the sampans had left the harbour for the usual places of shelter. Some which delayed their departure were taken in tow, and one boat narrowly escaped being run down by a ferry steamer, as the rising wind made it impossible for the sampan to exhibit the usual light.

BANANA EATING IN LONDON.

One of the most noticeable things this summer is the remarkable way in which the banana has come to the front. Every day appears to eat bananas nowadays, and, indeed, in the city many business men lunch entirely off this fruit alone. No fruit contains more nutriment, and an especial point in its favour is that it can be obtained all the year round.—*Globe*.

THE JAPAN CABLE INTERRUPTION.

SEMI-OFFICIAL EXPLANATION.

In view of the rumours current both here and abroad, the *Asahi* publishes the following semi-official explanation of the recent interruption of the telegraphic communication between Shanghai and Nagasaki.

The submarine telegraphic cable between Shanghai and Nagasaki consists of two lines. One line became interrupted at a point about 100 miles from Gutsu Island at 11.35 o'clock a.m. on the 1st instant as the result of a violent earthquake and the other line met with similar interruption at about 5.30 in the afternoon of the same day, at almost the same point. Communication on the cables between Shanghai and Tsingtao, Shanghai and Chefoo, and Shanghai and Fochow, was interrupted at about the same time, and the overhead telegraph lines of the Chinese Government were also broken down. Only the line between Shanghai and Hongkong, via Amoy, remained in working order. The Great Northern Telegraph Company fitted out the steamer "Pacific" and succeeded in repairing one line between Shanghai and Nagasaki, but not before 4.10 p.m. on the 6th instant. During the interruption of the Shanghai-Nagasaki line, Government messages between Japan and abroad were sent via Fuchow and Formosa, so that Japan was not entirely cut off from telegraphic communication with the outside world. The Formosa line, always being very heavily taxed with messages, it was entirely impossible to send by the same line private messages, which leave and arrive in Japan in very large numbers. Such being the case telegrams were sent by steamers to and from between Shanghai and Nagasaki.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 4.45 p.m. The typhoon is raging in Manila.

On the 27th at 11.0 a.m. The barometer has risen quickly over the Philippines and N. China, and fallen slightly in the neighbourhood of Hongkong.

The typhoon has entered the China Sea and is now situated to the W. of Luzon. It appears to be moving W.N.W.

Pressure is high over Central China.

Gradients are steep on the China coast and a N.E. gale may be expected in the Formosa Channel and N. to N.E. gates over the N. part of the China Sea.

Forecast:—N.E. winds, freshening; fair, squally.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## FRANCE AND GERMANY.

London, 27th September.

A semi-official note from Paris indicates that an agreement between France and Germany on the question of Morocco is imminent.

## AUSTRIA-HUNGARY CRISIS.

London, 27th September.

The crisis in Austria-Hungary has become acute. The Hungarians are excited and are demanding independence.

## THE ANGLO-JAPANESE TREATY.

SUMMARY OF PREAMBLE.

London, 27th September.

The terms of the new Anglo-Japanese treaty have been made public. The preamble states that its objects are consolidation and the maintenance of the general peace in Eastern Asia and in India; the preservation of the common interests of all powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal commercial opportunities; and the maintenance of the existing territorial rights of the contracting parties.

The regions concerned number eight.

In the articles it is stated that if either nation becomes involved in a war, which it has not deliberately provoked, the other must assist it.

The treaty is to remain in force for ten years.

## LATER

The war clause concerns only Asia. The press are unanimous in giving their support to the treaty.

## DEATH OF M. CAVAGNAC.

London, 26th Sept.

The death is announced of M. Cavaignac, who resigned office as Minister of War when the Ministry agreed to the revision of the Dreyfus case in 1898.

## THE SCANDINAVIAN SETTLEMENT.

London, 26th Sept.

Norway and Sweden have agreed to the delimitation of a neutral zone, and to the demolition of certain fortifications. It has further been agreed to refer all future differences to the Hague Tribunal for settlement.

[REUTER'S SERVICE.]

## AUSTRIA-HUNGARY.

London, 26th September.

Intense anger prevails in Budapest at the treatment of the Oppositionists by the Emperor, who received them standing, did not shake hands, addressed them curtly in German, gave them no opportunity to speak, and dismissed them in four minutes. The Oppositionists informed Count Czizsky yesterday morning that they declined to form a Government on the Emperor's conditions; Count Czizsky promised to bring the Emperor's reply in the afternoon. The Hungarian Oppositionists did not wait in Vienna for the reply of the Emperor, but returned immediately to Budapest, where they were received with a great ovation.

## THE TRANS-CASPIAN TROUBLE.

London, 25th September.

At a conference of the leading Tartar and Armenian Chiefs at Baku, peace has been concluded.

## THE SUEZ CANAL.

London, 25th September.

The Canal Company Commission has decided to blow up the *Chakam*.

## FRANCE AND VENEZUELA.

London, 25th September.

The relations between France and Venezuela are becoming acute. President Castro having recently closed the French Cable alleging a breach of contract. M. Taigny, the French Chargé d'Affaires, is endeavouring to negotiate, but President Castro is adopting an arrogant attitude.

## SHARES AND COMPANIES IN JAPAN.

The *Japan Chronicle* says:—The uncertainty of the political situation has had what is considered a serious effect on trade generally in Japan, but it is not too early to form a definite opinion on the subject. It is admitted, however, that before the peace terms were known there was quite the beginnings of a business boom and the demand for money suddenly increased. At one time the rate of interest on advances rose to about 10 per cent. per annum, banks in Tokyo and Osaka increased the rate paid on deposits, and the advances made by the Bank of Japan exceeded 90,000,000 yen. The disinclination with the terms of the peace followed by the Tokyo disturbances, and the uncertain prospects of the financial situation in consequence of the failure to receive any indemnity, has materially depressed the stock market. The *Mikasa* disaster has aggravated the situation and business is for the time being in a very unsatisfactory condition, and the demand for money is practically closed. Under the circumstances, the funds of Tokyo and Osaka banks are rapidly increasing and difficulties are experienced in finding investments. Nevertheless, the rate of interest on advances is maintained in Tokyo at about 10 per cent. per annum.

Bankers are, however, working very cautiously, as it is considered certain that a business boom will follow sooner or later as the result of a war in which Japan has won so many successes. Their accounts for the interest on advances ruling high in comparison with the depressed state of the market. In consequence of the temporary check to business, the advances made by the Bank of Japan are returning very rapidly, and advances outstanding on the 13th showed a decrease of ¥15,000,000 compared with figures of a few days previously. The amount of Bank of Japan notes issued stood at ¥253,000,000 on the same day; the gold reserve at ¥102,000,000; advances at ¥72,000,000; the amount borrowed by the Government at ¥45,500,000, and the notes issued beyond the uncallable limit at ¥31,000,000.

In Osaka trade remains very quiet, and there is little demand for money. The rate of interest is ruling at 2.4 per cent, equal to about 9 per cent. Advances made by the Bank of Japan in Osaka, which stood at ¥7,181,000 at the end of last month, fell off to ¥2,021,000 on Saturday, while the deposits, which stood at ¥1,344,000, increased to ¥2,433,000 on the same day. So true is it that the increase of deposits is not altogether satisfactory sign.

The conditions in Kobe are much the same as in other cities. Bankers are working cautiously and many of the banks have raised the interest on deposits, though this is not yet officially announced. The rate of interest on advances remains unchanged at 2.4 per cent, equal to about 9 per cent. per annum. Deposits are gradually increasing.

Advances made by the Bank of Japan in Kyoto stood at ¥365,840 on Saturday and deposits at ¥1,677,493. Compared with the end of the previous week, the advances showed a decrease of ¥303,982 and deposits of ¥143,081.

It has been supposed in some quarters that the Government will issue domestic bonds to raise the fund required for the withdrawal of the troops from Manchuria and other expenditure, but, in the opinion of a certain banker in Tokyo, it is entirely beyond the power of the present Cabinet to issue bonds with success, in view of the public disinclination with the Government. This banker believes that should the Government attempt to issue bonds, it will only give an opportunity to political opponents to work their hardest to frustrate the Government scheme. If the authorities can read the signs of the times, he says, they will not be so shortsighted as to attempt to raise a domestic loan at the present moment. This would seem to be taking a somewhat low view of Japanese patriotism.

## BERLIN BETTER THAN BIRMINGHAM.

There have been representatives of the Birmingham working-classes taking notes in Berlin, and they have printed some very interesting observations on the German capital. Their general conclusions will be a tribute to the pride and to some of the prejudices of the fellow-citizens. The condition of the Berlin working-man, and notably of his children, the arrangements of the schools, the gentle art of cookery in the working man's home, all these things, among many others, struck the observers from the Midlands as being far better in Berlin than in Birmingham.

They pay a very honest incidental tribute to the result of that legacy of the British race, compulsory military service, and general interference of authority with the desire of the untamed youth to do just as he pleases. They note that the young Berliner has been from infancy under better care and training at home, at school, at the works, and in the army. "Consequently as a man he is fit to be entrusted with a liberty which the Birmingham youth has perhaps from childhood only abused. But they were most struck with what is certainly the root of the whole matter—the difference of Berlin children to their parents, and the strength of German family ties. The atrocious ill-manners of hordes of our city young begin at home, and flourish in spite of the board school."—*Globe*.

## RUSSIAN BRAVADO.

A RIDICULOUS PROPOSAL.

The *Nouveau Vremya* offers a suggestion which has the merit of originality if none other. After again eliminating Saghalien from the problem, "without, of course, whether Russia regards the island as of sufficient importance to justify a continuance of the war, the *Nouveau Vremya* says that, since the question resolves itself into a matter of satisfying the Japanese bondholders, Russia would be willing to underwrite the Japanese war debt provided she received a guarantee of Japanese good faith in the form, say, of the right to occupy Tsushima until the debt was paid.

A telegram from Manchuria states that the Russian officers and soldiers are deeply touched by the delicacy of the Japanese newspapers, which have begun publishing an illustrated weekly in the Russian language for the benefit of the prisoners. The despatch declares that the universal verdict in the army is that a nation which can display such kindness ought to be the friend of Russia.—*Evening Standard*.

## MARKETS AND MIDDLEMEN AT WUCHOW.

Mr. Acting-Consul Wilkinson, at Wuchow, says a great deal has been written in previous reports on the trade of Wuchow, of the market that exists there for such articles as fancy soap, scents, belts, cutlery, biscuits, condensed milk, medicines, and even feeding bottles; "though I have never yet heard of a Chinese mother using one, I have had to reply to numerous enquiries from the makers of such articles in the United Kingdom." He explains that, "though there is a sale at this port in a small way for most of these articles, owing to the conditions under which business is carried on at Wuchow, it is quite impossible for the Consul to be of any assistance to exporters at home in placing their particular productions on the market. The foreign goods shops at this port, and in fact at every town in this province, are all branch establishments of Chinese firms in the Canton province, principally at Fatsien. When any of these shops need a fresh stock of goods the manager sends a rough list of the kind of articles he wants to his principals, who forward it to their buyers at Hongkong, leaving the choice apparently very much to their discretion." There are no wholesale dealers in foreign goods at Wuchow, and Mr. Wilkinson states that the British manufacturer who wishes to place his goods on that market can only do so at present by getting into touch through his agents in China with the native merchants at Hongkong, who act as buyers for Chinese firms on the mainland. It has often been urged on British merchants in China that they should endeavour to dispense with the services of these middlemen by dealing directly with their principals; but for the sake of which is limited, it appears to the Acting Consul that the present system is the most advantageous for all parties. Even in the case of piece goods, with which our trade is chiefly concerned, there can, he says, be little fault to find with the system. "Apparently, it does not enhance the cost of the goods, for instances of every description are sold here and in the interior at prices which one would imagine cannot leave any margin of profit to the importer. A case has been mentioned to me of a British merchant doing a large business in piece goods in Hongkong who, to try and increase his sales, opened an agency at this port. He gave it up after a short trial because he found that his own "chop" of shirtings was being sold cheaper in Wuchow by his Hongkong clients than he himself could afford to sell it. The explanation given to him was that the shirtings and Indian yarn have, like opium, become a medium of exchange at this port and in its hinterland, and the importer looks for his profit to the native peddler for which he barter his goods, or which he purchases with the proceeds of the sale. There are probably other reasons as well, such as keen competition, to account for the low cost at which piece goods are sold in this province, but there can be no question that the effect is exorbitant on the trade."

The vegetable oils produced in Kuangsi province, particularly aniseed, cassia, groundnut and wood oils have a high reputation in China, and the supply, which is small, is not nearly equal to the demand. The magnificent forests in the north of the province and in Kweichow abound also in all kinds of valuable woods, producing camphor, rubber, paper, soap and tallow, which have not as yet been put to any commercial use. The mineral wealth of Kuangsi is said, too, to be very considerable, though not on the very best of evidence. Some of the mines, however, according to the Acting Consul, are unquestionably valuable.

## UNDESIRABLE IMMIGRANTS.

The *Japan Chronicle* observes:—It seems that the authorities at Hongkong are at last taking determined action to prevent the indiscriminate dumping of undesirable into the Colony. The French authorities at Saigon have for some years past been in the habit of banishing undesirable Chinese to Hongkong, and have thereby caused local police authorities to be troubled with a large number of imported criminals. Hunting these men out, once they were liberated in the Colony, was no easy task, and often they were not discovered until some crime had been committed. The water police took the matter in hand and an arrangement was entered into with the French Government under which the Saigon authorities have now given warning of the arrival of banished criminals, together with a list of their names, and thus the police are able to meet them on arrival and prevent them from landing. A batch of 39 particularly evil-looking Chinese criminals arrived from Saigon by the steamer *Bourbon*, recently, and under this new arrangement were at once taken in charge by the water police, and banishment orders having been made out against them, they were passed on to adjacent Chinese ports. However desirable such an arrangement may be from Hongkong's point of view, it would seem to be so much the worse for the "adjacent ports" where the banishment is not so well organised and able to deal with such people as is the case at Hongkong.

## THE "MATIN'S" QUAINT PROPOSAL.

Before the peace agreement was made, the following story went the round of Europe. The French are more anxious than any other people to see an end put to a state of things which is ruining their ally. They have themselves much at stake in Russia that they cannot regard the present sorry prospect with equanimity, and if any evidence of this was again needed it would be found in the fact that the *Matin* has been sending a telegram to Mr. Rockefeller containing an appeal to "the richest citizen of the world" to take upon himself the burden of the payment of the indemnity claimed by Japan. It is in your power to prevent the war being radicalised for a time that your own fortune would allow you to put down twice. Thus would you give a memorable lesson to these two empires, which seem to attach more value to money than to human life, thus would you spare mankind the shame of a conflict which hitherto resembles the "proceeds de Shylock" as it is the ransom of the blood of a million men which is at stake."

The *Matin* concludes, after having argued in a profane way that, in spite of such a sacrifice, Mr. Rockefeller, whose fortune it estimates at six milliards of francs (£240,000,000), would still be one of the richest men in the world. The *Temps* remarks that this appeal is at least a proposal for an original solution of the negotiations at Portsmouth, although it seems difficult for the dignity of the two Powers to accept it in such a form, even if Mr. Rockefeller were willing. But that his intervention might occur in another way, and before the idea had been suggested to him, as he is reported to have been for some weeks in communication with the Russian Government. The financial position of the Tsar's Government is believed in some quarters to be the subject of the alleged negotiations with special reference to the Caspian petroleum industry.



## POLICE COURT.

Wednesday, 27th September.

BEFORE MR. P. A. HAZELAND (FIRST POLICE MAGISTRATE).

## FALSE PRETENCES.

C. S. Rice, unemployed, was indicted on four charges of obtaining money and goods by false pretences. He paid bogus cheques for \$20 to the Hongkong Hotel Co.; \$25 to F. E. Cram, of the Praya East Hotel; \$20 to Hing Cheong, tailor; and \$20 to See Wo, tailor, in settlement of accounts; and, in some instances, change was returned to him.

Defendant pleaded guilty and the case was remanded till Monday, when it is probable that further charges will be preferred against him.

## ABSENT WITHOUT LEAVE.

T. Corvan, another of the crew of the sailing ship *Andromeda*, appeared before the court to answer the charge of being absent from his vessel without leave.

Defendant admitted the charge, but stated that he had a dog's life on board. When he asked the captain for his discharge, the captain ignored his request. Defendant had already been imprisoned in preference to remaining on board, and had lost one good berth because the captain would not give him his discharge. He did not return on board when discharged from gaol, as he wished to get away from the ship altogether.

His Worship—You must go to gaol for fourteen days with hard labour.

Defendant—Thanks, your Worship.

His Worship—And if your vessel sails before the expiration of your sentence, you will be re-shipped.

Defendant—If ever I am put aboard that ship again, your Worship, I know I shall not leave her alive.

His Worship (to the usher)—Remove the defendant.

## UNNECESSARY NOISE.

The captain of the s.s. *Roon* was charged, at the instance of Inspector Langley, with unnecessarily blowing his whistle on the 31st ultimo after anchoring in the harbour.

Inspector Langley informed his Worship that on the night in question the defendant blew eight long blasts.

The captain said he was instructed by the pilot to do so, as a warning for junks to keep clear.

Inspector Langley said he was not desirous of pressing the charge, but without convictions it was very difficult to suppress these noises.

His Worship—I will convict the defendant, but will not inflict a penalty. In future he must remember it is against the harbour rules to blow his whistle for any other purpose than to avoid collision.

## ALLEGED ASSAULT.

Charles Nelson, seaman of the sailing ship *Evadour*, pleaded not guilty to striking the captain, and was remanded till to-day.

## A LAME EXCUSE.

Yam Wai, a coolie, was charged with stealing a long silk jacket from a boarding house in Sutherland Street. It was stated by Inspector Collett, for the prosecution, that he entered the house with the ostensible object of seeing the master, but he was detected by the watchman leaving the premises with the proprietor's trousers tucked under his jacket. Accused told the Magistrate that the master wanted him to go as an emigrant to South Africa and, as he declined, that charge was preferred against him. Sentence of three weeks' imprisonment and six hours in the stocks was passed.

## UNLAWFUL GAMBLING.

Li Teat, the mistress of a brothel at No. 9 Chung Ching Street, was charged with keeping a common gaming house in the said premises, and nine Chinese were charged with unlawfully gambling therein on the 22nd instant.

Inspector Gough presented and Mr. C. E. H. Beavis (of Messrs. Wilkinson and Crist) represented all the defendants but the sixth, who was undefended.

Lukong 159 stated that on the morning of the 22nd instant he visited the ground floor of the house in Chung Ching Street, which was a public brothel. He first saw the keeper of the house in the sitting room. She asked what he wanted, but he did not reply, and passed into the house, in a room of which he saw all the defendants who were playing a game called "ngauai" with foreign cards. He saw the stakes placed, and he watched the progress of the game which was won by the 7th defendant. Some of the other defendants stood, but not all. He could not say who did and who did not. All the defendants were standing round the table. He arrested the second and third defendants and reinforcements arriving, the remainder of the defendants were arrested.

Cross-examined—The defendants were watching the cards when the police arrived. He had often seen the game of ngauai played, but had not played it since he joined the police force. He watched the game for three or four minutes.

Detective Sergeant Morrison gave evidence as to arriving at the brothel shortly after the police raid and finding the defendants under arrest. He also found a certain quantity of gambling paraphernalia.

Cross-examined—All the defendants except the first were present when he entered the room. In opening his defence, Mr. Beavis said the game the defendants were charged with playing was not one which came under the ordinance. To prove this he called

To Ping, cook to the first defendant, who declared that four of the defendants were playing a game called "stand-all," which was somewhat similar to the foreign game of poker.

Here witness described the game to his Worship, who considered that if they played the game related, and there was no commission, it was quite lawful.

In cross-examination, witness said he left the house before the police raided it.

Mr. Beavis then addressed the magistrate on behalf of his clients, after which his Worship summed up as follows:—In this case the question is whether I am to believe the evidence of the constables or the last witness. Sitting here as a jurymen, I have no hesitation in saying that I believe the evidence of the constables. The demeanour of the witness is not of the best. When a Chinaman employed in a brothel stands up in the witness box and tells me he does not know the domino character "Ti"—although he had to admit afterwards that he knew the other characters—his evidence cannot be very reliable. The first defendant is a keeper, and with reference to the second I am satisfied that she had part of the care and management of the game. She, therefore, will also constitute a keeper. I don't think, however, the case is a very serious one, and only propose to inflict a small penalty. The first and second defendants will each be fined \$50 or six weeks, and the other defendants must each pay a fine of \$3, the alternative being seven days' imprisonment.

THE FRENCH EXTRADITION CASE.

The adjourned case, in which the French Government of Indo-China applied for the extradition of Charles Barel on the charge of embezzling certain sums of money in Huiphong, was again called.

The papers having arrived, Mr. G. Liebert, French Consul, read the evidence taken in Indo-China to the prisoner.

His Worship was also supplied with particulars of the alleged crime, and after perusing same, he committed the prisoner to gaol pending the order of the Governor, and granted him the right to apply to the Supreme Court for *habeas corpus* within fifteen days.

BEFORE MR. G. N. OLMES (SECOND POLICE MAGISTRATE).

THE KOWLOON PRACAS.

COOLIES CHARGED WITH DISOBEDIENCE.

Wong Hing, Lin Tam, Wong Hong and Lui Sum, four coolies, were brought up on remand charged with the murder of Kau Kum at Kowloon on Thursday, 21st Sept-emb.

Inspector Langley, who prosecuted, intimated that the charge would be reduced to manslaughter. Mr. F. P. Hett appeared in the interests of the defendants.

The first witness Chau Sun, a coolie, deposed that about 5.30 on the afternoon of the day in question he saw deceased at the Kowloon Works, Kowloon. He had come to fill witness who was working there, that his mother was ill and wished him to go home. Witness and he went to see defendants to obtain permission to go home but leave was refused. Defendants refused to pay witness off, and when deceased said he had no money, they asked him why he had come there to "redeem the man" without money. Thereupon they called out "strike," and two of them declared that it would be their business if he were beaten to death. The first and second defendants both struck Kau Kum, knocked him down, and "stepped" on his body. The third and fourth defendants looked on and called out to strike, saying that deceased was only pretending to be dead. The deceased ran inside a matched close by after he had been struck and a little later fell down. Witness tried to lift him but defendants told him to go away as deceased was only pretending. Witness ran off and, going to the Water Police Station, reported the occurrence. Deceased was his cousin, and both came from the same village. Kau Kum was a strong man, in good health, and was 28 years of age.

Cross-examined by Mr. Hett—Deceased was a farmer at home and had never been to Hong-kong before. The first three defendants were foremen, and witness entered into no contract as to how long he should work. His cousin came to the matched where witness and the four defendants lived and asked him to go out for a walk. They went out together and deceased informed him that his mother was sick and wished him to go home. On returning to the matched, witness packed up his bundle and told defendants he wished to leave, but they would not allow him to go and took his bundle from him. The hearing was not concluded when the court rose.

COMPETITION IN THE CAMPHOR TRADE AT AMOY.

Writing from Amoy, Mr. Consul Hauser says:—As anticipated in last year's report, the Chinese provincial authorities were in the end obliged to cancel the monopoly in camphor granted by them to a Japanese syndicate, and compensation was in due course paid to the British firms whose camphor had been seized and confiscated in the interior. Confidence among the native producers still seems to be wanting, however, and it is said that the Japanese agents are indirectly attaining their object by buying up in advance all the camphor produced at rates which are prohibitive to the British merchants. The total export last year thus amounts to only 17,200 lbs. of camphor and 3,466 lbs. of camphor oil, as compared with 21,000 lbs. of camphor and 17,500 lbs. of camphor oil exported during the previous year. The trade in this most promising article of export, which, if left uninterfered with, would seem assured important proportions, appears to be the only one left of interest to foreigners.

GUN ACCIDENT AT RANGOON.

A serious accident happened on Wednesday evening Aug. 25 to Gunner Row, of the Royal Garrison Artillery, at the Fort. The Gunner was preparing to fire the time signal gun at 9.30 p.m. and, while in the act of ramming, the charge exploded and blew off the right forearm of the unfortunate man, that portion of the arm being subsequently picked up about a hundred yards away from the gun. Gunner Row was immediately conveyed to an unconscious condition to the Royal Hospital, where he now lies in a very precarious condition. Gunner Row is a prominent football player of the Artillery Team.

THE ROGUES' PARADE.

New York, Aug. 18.—The police have arrested eight condemned tricksters who are alleged to have made \$20,000 by tapping telegraph wires and using the information for the purpose of fraud.

They were placed in an open police wagon and driven along Broadway, the driver being instructed to tell all inquirers the nature of the offence with which they were charged.

This is the first public parade of the "rogues' gallery."

## LORD KITCHENER AND LORD CURZON.

STRONGLY WORDED PROTEST.

Simla, August 25th.

The publication of Lord Kitchener's Memorandum justifying his repudiation of the Viceroy's summary of his proposals, coupled with Lord Curzon's reply, serves, unhappily, to show that a more acute crisis has been reached now than even at the height of the controversy in June.

Lord Kitchener's Memorandum is dated August 17 and takes the form of a protest, as he declares that the Viceroy's summary not only seriously misrepresents the proposals which Lord Kitchener, actually made, but attributes to him others which he nowhere brought forward.

Taking Lord Curzon's 11 paragraphs *seriatim*, he denies demanding that all stores, whether for mobilization or peace, should be transferred to the Commander-in-Chief. He asked only for the control of all ordnance stores and war reserves for the Supply and Transport Department.

Regarding clothing, he says, he has not asked for the custody of war reserves, though he might unquestionably have done so with an intruding of the provisions of the Secretary of State's despatch. He argues that as ordnance stores must pass into his charge, the case, as he declares, as they contain nothing else, and the Director-General of Ordnance who controls these stores, must belong to the department of the Government which deals with them.

These, therefore, are not separate proposals but mere corollaries which follow as a matter of course if the claim to the custody of ordnance stores be admitted. He adds:—"I do not think the Secretary of State could possibly understand this from the telegram, which represents me as making a separate independent demand."

Moreover, I am said to claim the transfer with the Director-General of Ordnance of 44 of his officers. I have no knowledge whatever regarding this number or the 25 whom I am represented as proposing to leave with the Military Supply Department. I have never made any proposal of the sort, and can only suppose that they have been taken from General Scott's Memorandum on the subject, of which I have heard, and which I have never seen, but have been refused permission to see."

He says regarding the supply and transport department that he limited his claim for a change in the present arrangements to a demand for custody, which was strictly in accordance with paragraph 17 of Mr. Brodick's despatch. He makes no pretensions to any other function exercised by the Director-General of Ordnance.

He has no knowledge whatever of the proposal attributed to him that he should control 218 officers of the supply and transport corps leaving the Military Supply Department with 55. He says:—"I have never seen these figures before, and am not prepared to accept them as correct, much less to allow them to be communicated to the Secretary of State as emanating from me."

He admits paragraph 4 of the Viceroy's summary as correct, except that instead of a single officer of the transport department, a considerable proportion of the department is and will be employed during the cold weather in purchasing munitions.

He remarks regarding paragraph 5 that he asked for three officers of the *status* of Assistant-Adjutant-General and a similar number of Deputy-Assistant-Adjutants-General in order that the rank and pay of such officers might be clear, to those dealing with the proposals. In the Viceroy's telegram this was condensed so as to convey to the Secretary of State no other meaning than a proposal for a large addition to the Adjutant-General's department, which was contrary to the fact.

The minute issued by Lord Kitchener, protesting against Lord Curzon's summary of his proposals, concludes as follows:—

"As regards the whole summary, it gives a description of my proposals entirely inconsistent with the facts actually laid out. It leaves the Secretary of State under the impression that I am trying to substitute my own views for his orders, and have failed to accept those orders loyally where they differed from my original proposals."

The Viceroy, in a long reply, says that Lord Kitchener's minute was published at his own request. Since Lord Kitchener thought fit publicly to challenge Lord Curzon's statements, and although Lord Curzon deprecates a controversy on technical points, and though a summary of the proposals for the telegraph could not be condensed so as to convey to the Secretary of State the full justice to every feature of the case, he (Lord Curzon) gladly welcomes the chance of substantiating every statement made and of proving the correctness of the inferences he drew from them.

The Viceroy then deals *seriatim* with the various points. Referring to Lord Kitchener's statement his Excellency remarks:—"The latter was not presented by me in the Memorandum by General Scott, Director of Ordnance." Lord Kitchener's replies were noted on it on July 27.

Discussing Lord Kitchener's remarks on financial details the Viceroy says:—"The proposals which the Commander-in-Chief now repudiates were an endeavour on the part of the Government to meet his views."

Lord Curzon counters the Viceroy's statement by saying that the figures given in Paragraph 1 have been re-examined and found correct. After dealing with the powers of the proposed new Military Supply Member, regarding which he disagrees with Lord Kitchener, the Viceroy concludes:—

"I have now referred to all the charges of serious misrepresentation brought by the Commander-in-Chief against my summary of his proposals and have proved every paragraph of it. It only remains for me to add that the detailed argument in which I have been compelled to indulge appears to me conclusively established, together with the conclusions which in the same telegram to the Secretary of State I deduced from the facts. They were that in the organization proposed by the Commander-in-Chief all power would be concentrated at Headquarters, that the Military Supply Department would be reduced to impotence, that the creation of a Military Supply Member would, therefore, be an unparadoxical waste of public money, and that it would be better to dispense with both altogether."—*Times*.

THE ROGUES' PARADE.

New York, Aug. 18.—The police have arrested eight condemned tricksters who are alleged to have made \$20,000 by tapping telegraph wires and using the information for the purpose of fraud.

They were placed in an open police wagon and driven along Broadway, the driver being instructed to tell all inquirers the nature of the offence with which they were charged.

This is the first public parade of the "rogues' gallery."

## MR. TURING MCKENZIE ON RUBBER'S FUTURE.

A Johore friend sends us (*Singapore Press*) a copy of a letter written by Mr. Turing McKenzie (formerly of Johore and Sumatra), on the subject of the market future of rubber. Mr. McKenzie says:—

I have just had a chat with a gentleman largely interested in motor-buses. (It looks queer—is that the way to spell it?) and I think the information he gave me may be of interest to public planners.

In London alone there are to-day 100 motor-buses—more or less. It is safe to say that by Christmas this number will be more than doubled. The "takings" of a motor-bus are £45 to £50 a week each.

A set of tyres for a motor-bus costs £100. A motor-bus travels one hundred and thirty (130) miles daily.

The tyres cost 2d. a mile (more costly than the petrol). Not, please note, 2d. a mile a week, or 2d. a mile a year. But 2d. for every mile that the bus travels. As stated above, a motor-bus travels 130 miles a day—so that for tyres alone its daily cost is £300 a year.

Daily mileage 130. Cost of tyres 2d. a mile. There is enough material for any number of "breakfast table problems" as to life of tyres and so forth.

I told my friend that I had seen in the papers that an American had found a system of steel springs within the hub which would ruin all of us who are interested in rubber. He smiled a wry smile. And when I asked him if he saw in the *don vista* of the future any cloud the size of a man's hand which pointed towards a fall in price, his face grew longer still.

And yet, he hints, as I pointed out to him, following the tending of the age, which is to keep up the price of rubber. And he gave me a smile which asked for sympathy.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

The "Vanguard," the most comfortably run of the London motor-buses (and there's a lot in the running, or rather in the driving), are making an experiment next week. They are going to run a "Vanguard" motor bus from the Hotel Victoria, in Northumberland Avenue, to the Ship Hotel, Brighton. The return fare is 12/6 and they expect a four hours' run each way—of course it is a pure experiment.

But if the run itself seems to be itself to the satisfaction—even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over. But if the run itself seems to be itself to the satisfaction, even the American seasons his over.

## NOTICE.

Owing to the heat of the last two months, Amateur Photographers have found it difficult to prepare their work for the

LONG. HING PHOTO COMPETITION.

ON ACCOUNT OF THIS THE CLOSING DATE OF THE

COMPETITION IS POSTPONED

TILL 31st OCTOBER NEXT.

LONG, HING & Co.,

DEALERS IN PHOTO GOODS,  
No. 17, QUEEN'S ROAD.

## THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

## NEW AUTUMN GOODS.

HATS, TRIMMED & UNTRIMMED OF THE LATEST FASHION, and Made to Order at London Retail Prices.

AMERICAN AND FRENCH SHO







# THE ROBINSON PIANO CO.

**PRACTICAL PIANO EXPERTS.**

MANUFACTURERS, TUNERS AND REPAIRERS.

**PIANOS AND ORGANS**

RENOVATED, REBUILT, AND

REPOLISHED.

COMPETENT WORKMEN.

ESTIMATES FREE.

**"OWN MAKE"**

**PIANOS**

FROM \$300.

**IMPORTED PIANOS**

FROM \$375.

SECOND HAND PIANOS RETURNED FROM HIRE AT LOW PRICES.

INSPECTION INVITED.

Hongkong, 23rd September, 1905. [2055]

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [181]

## NOTICE.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a PUBLICLY LISTED Insurance Company. Head Office: London. Established in London in 1805.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter, Hongkong.

Hongkong, 31st August, 1905. [2032]

NORTH BRITISH AND MEROAN FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,290.

I. AUTHORIZED CAPITAL, £5,000,000  
SUBSCRIBED CAPITAL, £2,750,000.  
PAID-UP CAPITAL, £87,500 0 0  
II. FIRE FUNDS, £3,001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 30th June, 1905. [1587]

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents. Hongkong, 1st January, 1904. [13]

## For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system.

For brainworkers, professional men, teachers, students, etc. and in debility, neuralgia, loss of appetite, nervous origin and insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU'S)

PHOSPHOGLYCERATE WINE (CHAPOTEAU'S)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU'S)

6, rue Vivienne, PARIS-FRANCE

## COUNT TOLSTOY ON "A GREAT INIQUITY."

The following letter appeared in the Times:—  
Sir,—As I am one of the individuals who, according to Count Tolstoy, are guilty of "the great iniquity" of holding large estates in land, which he considers rightfully belong to the people, and as I have had the ownership and entire management of my landed property for upwards of half a century, I trust that you will allow me a moderate space in your indispensable columns to reply to about seven columns, 1,400 lines, and more than 10,000 words which this attack on the class of land owners contains.

Every candid person willingly and admiringly admits the sincerity and disinterestedness of Count Tolstoy, who, as a Russian landowner, carries out his theories as far as he possibly can, and would fain complete them. Mr. Stodd has shown, by an entire surrender of all his landed property, like Henry IV. of France, he would wish that every man could have a fowl in the pot for his dinner; and if, by the abolition of the present ownership of land, the permanent welfare of the whole population could be secured, then, if I were still in Parliament, I would vote for such a compulsory measure just as I would have voted for the Act by which the Irish tenants were lying out their landlords on very favorable terms with the assistance of a large contribution from the State. It is, however, absolutely and permanently impossible to carry out Count Tolstoy's scheme by which every man would have a right "to use a portion of the land on which he was born."

It will be observed that, supposing every landholder without a single exception were bought out by the tenants in Ireland, only the £58,000 present occupants would be provided with land, whilst none of the 1,359,000 who are engaged in manufactures and commerce would have any land as appears by Mulhall's incomparable "Dictionary of Statistics" for 1899. The rental of Ireland in 1895 was £10,230,000; and dividing this equally between the 2,375,000 individuals engaged in agriculture, manufactures, and commerce would give each of them a patch of land worth £4 6s. 6d. a year, whilst at only 18 years' purchase it would cost £184,141, 0s. to buy out the landlords; and full Ireland were thus equally divided among all those engaged in agriculture, commerce, and manufactures at the cost of the British taxpayer and the money were raised by loan at 2½ per cent., this would involve additional taxation to the extent of £4,067,500 of an annual subsidy to Ireland.

I will suppose, however, that all the estates in land in Ireland were confiscated; the 2,375,000 persons who now hold land worth on an average more than £10 an acre of yearly rent would then have to live up more than half their land to the 1,359,000 individuals who have no land, whilst the average tenant in Ireland has the greatest difficulty in supporting his family on the holding which he now possesses, and could not live on less than half its present extent.

Again, how are the 1,359,000 additional individuals to be housed on the land? The Duke of Devonshire states that he has been unable to put up cottages under the regulations of the county councils under £300 per cottage; and this would come to £416,700,000, whilst the farm buildings, roads, drains, ditches, &c., would bring the total cost to about £1,000,000,000. It should be borne in mind that the probably more than £100,000,000 of the value of Irish land belongs to mortgagees, many of them widows and children and annuitants, and including family provisions. The capital invested in agriculture in Ireland is £291,000,000, of which £286,000,000 is in land, £250,000,000 in cattle, and £36,000,000 in sundries. If the average farmer's holding is diminished by more than half, less than half the existing farmer's capital would be required by them, and the 1,359,000 persons now engaged in what, according to Count Tolstoy, would be their own land would have to find £143,000,000 of capital to work the land, and would besides require a sufficient sum to furnish their houses and to support their families for a year until a crop was produced.

Supposing, however, that all these insuperable difficulties were overcome and every man, woman, and child in the United Kingdom were placed in the ideal state which Count Tolstoy suggests; there is an actual yearly increase of population in the United Kingdom of 168,000 persons after deducting the loss by emigration, or 419,800 a year, being 419,800 in ten years; how is this additional number to be provided with land, houses, farm buildings, capital, and sustenance without an annual abridgment of the land occupied by each tenant? It is not likely that many of those engaged in commerce and manufactures would consent to go and occupy in Ireland a £4 6s. holding, even if the land, houses, and capital were given them gratis, and as they have no experience in agriculture those who accepted the offer would soon be ruined and would have to mortgage and sell their holdings. To show one of the results of the enormous number of peasant proprietors in France I will quote the following table from Mulhall, which speaks volumes for itself.

In 1896 there were 10,425,341 families with the following number of children per family:—

Children.	Number of Families.	Number of Children.	Number of Families.
None	2,073,235	10.9	554,588
1	3,442,251	21.4	594,588
2	2,236,235	21.7	594,588
3	1,512,051	14.5	10,425,341
4	938,552	10	10,425,341

I will conclude with what one of the ablest and best of Frenchmen (Michelet) who was himself born in the ranks of the working class and keenly sympathized with them during his life, says of the condition of the peasant population in France:—

"Follow him before daylight, you will find your man at work, with his children and his wife, who has recently been confined, who drags herself on the wet earth. At midday, when rocks split with the heat, when the slaveowner allows his slave to rest, the volunteer slave does not rest. Look at his food and compare it to that of the workman; the latter feeds better every day than the peasant on Sunday. Are you astonished now if this Frenchman, this laughter, this former singer, laughs no longer now? Are you surprised that, meeting him on a field and that he looks at you with a sad and gloomy face? Thus the peasant isolates himself, and becomes more and more embittered; his heart is too much saddened to open to any sentiment of benevolence. Alone on this miserable property, as on a desert island, he becomes a savage. His insensibility, born of the feeling of his misery, renders it irremediable; it prevents him from being on good terms with those who should be his colleagues and natural friends, the other peasants. He hates the rich, he hates his neighbour and the world. The laws must be changed, right must undergo this high political and moral necessity."

Michelet points to a confiscation of all mortgages. I could easily add further proofs of the impossibility of carrying out Count Tolstoy's scheme, and that, if it were accomplished, the condition of the bulk of the population would, in the long run, be worse than it is now; but I must not trespass longer on your valuable space.

—Yours, J. G. TOLLEMACHE SINCERE.

## SCIENTIFIC MISCELLANY.

VOICE MUSEUM—SAVING METALS BY THE OXYGEN JET—IMPROVED IRON WORKING—THE RAIN'S PULSE—GRINDING SPEEDS—AIR INJECTIONS FOR NERVE SOOTHING—THE PNEUMATIC WHEEL—THE GREATEST BUTTERFLY MUSEUM.

Collections of voices are being made for various purposes. The phonograms of the British Museum are designed to preserve for future generations the voices of famous people of our time; but the Vienna Academy of Sciences is going further, and seeks phonograms of languages and dialects for the comparative study of languages. Already its collection includes popular songs of gipsies and Arabians, favorite airs of Red Indian tribes, the idioms of Negroes and Malays, and so on. It is sending out special voice-hunting expeditions every year, and its agents are now scouring Australia, Romania, Istria, and other localities. Its latest plan is to photograph the voices of animals for scientific study.

For cutting metals by a jet of oxygen the Jottrand apparatus consists essentially of a tube with two branches, terminating in blowpipes, moved along a guide at the rate of about six inches per minute. One blowpipe delivers an oxyhydrogen flame, which heats the metal to a dark red along the cutting line. A jet of pure oxygen from the second blowpipe enters into combination with the hot metal, and produces a clear channel, like a saw-cut, about an eighth of an inch wide, the remainder of the metal being unaffected.

For 35 years Camille Flammarion has kept a record of the dates of appearances of leaves and flowers on the chestnut trees near the Paris Observatory. Comparing these dates with the sun-spot cycle, he finds a remarkable coincidence, leaves and flowers being earliest at sun-spot maxima.

Considering self destruction and the weather, M. Denis finds an increase in the suicides at Brussels up to July and August, the minimum usually being in December.

The new iron process of Boshardt, a German engineer, converts scrap wrought iron into galvanized iron or steel at one operation. It is carried out in a special electrical furnace, with the introduction of various substances into the molten metal during smelting, and castings made are claimed to have all the qualities of the best malleable iron, with great tensile strength and ductility. The finest tool steel can be produced by the same process at one melting. The process makes it possible to cast various articles and parts of machinery, that hitherto have had to be forged at great cost, and an important advantage is the delivery within a few hours instead of the wait of one to three weeks for converting cast-iron articles into malleable iron. Furnaces are already in operation in Germany, Holland, France and Hungary.

The old rain-gauge, or pluviometer, showed only the total rainfall in a given time. The newer instruments trace the variations in rate, and with such an apparatus, Colman, a German meteorologist, has obtained diagrams within the last ten years that prove the course of an ordinary short shower to be a rapid series of successive maxima and minima of intensity. In rains of some extent, water-charged waves of air seem to follow each other at short intervals. In more local showers, the first condensation sets free heat that may evaporate part of the following drops, repetitions of this process perhaps giving many oscillations in the intensity of the rain.

The need of more scientific running of grindstones is pointed out by a Sheffield factory inspector, no proper speed being now recognized. Two factory managers differed by 1,000 feet per minute in estimates of the safety limit. In this grinding, speeds vary from 2,500 to 4,500 feet per minute, and in seven breakages of stones of about 4 to 5 feet in diameter, the periphery speeds ranged from 2,543 to 4,336 feet. Soaking in water over night may reduce the tensile strength of a stone from 40 to 50 per cent.

Injections of air under the skin as a treatment for muscular neuralgia and sciatica were suggested in France two or three years ago. The suggestion has been acted upon lately by Drs. Mongour and Carles, who pump air beneath the skin with a special syringe having a valve somewhat like that of a bicycle pump. The quantity of air injected varies, a general rule being to stop pumping when the pain ceases. Excellent results are reported, and an important advantage is the absence of harmful after-effects. How the treatment acts is uncertain; one suggestion being that injection relieves neuralgic pains by elongating the slender nerve ramifications along the muscles.

The problem of a puncture-proof tire for wheels still attracts attention. A pneumatic tire protected by a steel rim is one recent solution offered, and Mr. D. Blainie Hishop, of Aberdeen, would use a pneumatic wheel instead of a pneumatic tire. His wheel has two outer plates of steel, between which is a rubber cushion that expands outward on a solid rubber tire, and this impinges upon a movable cushion resting on the inflated cushion. In tests on motor-cars this wheel is claimed to have been very satisfactory.

The remarkable collection of butterflies belonging to Walter Rothschild, M.P., is now credited with over a million specimens, and both in number and rarity it is the most extensive collection in existence. The special museum at Tring Park, London, is kept up by an annual expenditure of more than \$50,000. The collection claims at least two species of every known species, and embraces many rare creatures from unexplored regions. One specimen cost \$3,000.

Pædiatry, the weighing of children, is the new science of Dr. Variot, of Paris. By an ingenious mechanism he records simultaneously both increase of height and weight.

**MARTIN'S APIOL-STEEL PILLS**  
A French Remedy for all Irritations of the Bowels. It is a powerful purgative, and is so gentle that it may be taken by the most delicate. It is the only medicine that is both a cathartic and a laxative. It is the only medicine that is both a cathartic and a laxative. It is the only medicine that is both a cathartic and a laxative.

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

## GREGOR & CO.

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

## CHIANTI WINE

FROM U. PAZZINI, FLORENCE.

\$9.75 per case.

LATEST AWARD:

**GOLD MEDAL**  
AT ST. LOUIS EXHIBITION.

[45-5]

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

**E. D. PROTOPAPAS & CO.**

ALEXANDRIA & CAIRO, EGYPT.

**FINEST EGYPTIAN CIGARETTES.**



TRADE

MARK.

SOLE AGENTS FOR HONGKONG

**KRUSE & CO., CONNAUGHT HOUSE**

1106-1

GOING! GOING!! GONE!!!

HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT.

HE NEEDS A GUARDIAN. The business man who is too busy to look after his health and personal comfort needs a guardian.

TO NOTICE DANDRUFF AND FALLING HAIR IS BEHIND THE IDEA OF BUSINESS. Later when incurable baldness comes he will waste money trying to overcome it.

Drug Store, \$1.00

**NEWBRO'S HERPICIDE**

The ORIGINAL remedy that "kills the Dandruff Germ."

A. S. WATSON & CO., HONGKONG, SPECIAL AGENTS.

Applications at prominent barber shops.

1106-1

The best judges use no other.

**van Houten's Cocoa**

You are the best judge. Try it yourself and your verdict will be that it is the most delicious and invigorating of all cocoas.

"For perfect purity, delicacy of flavour, and nutritive value, Van Houten's Cocoa occupies the foremost place."

Dr. Brathwaite's "Retrospect of Medicine."

**BEST & GOES FARTHEST.**

1063-6

NOW READY.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages

FOR 31 YEARS

FROM 1874 to 1904.

Price 30 Cents. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

ON SALE.

**BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS,** January to June 1905. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

## VISITORS TO CANTON.

Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (R.N.) "HANKOW With Illustrations, Maps and Plans.

Price ... \$1.90

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH.

Messrs. W. BRUBER & CO.

Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1903.

## MAP OF THE SIKIANG OR WEST RIVER

From Hongkong to Wuchowfu, Showing the Ports and Calling Places.

Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

## VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. & Mrs. A. W. Aldis  
Miss E. Aldis  
Mr. H. G. Battiscombe  
Lieut. H. F. Bull, R.N.  
Mr. & Mrs. J. E. Hingham  
and child  
Mr. E. J. Bickel  
Mr. L. C. Bishop  
Mr. S. Bissell  
Mr. W. S. Bissell  
Mr. E. A. Bonner  
Mr. F. G. Brighton  
Mr. L. Broughall  
Mr. & Mrs. W. C. C.

Dr. & Mrs. E. Allen Jones  
Mr. F. Kerr  
Mr. A. H. Laing  
Mr. H. J. C. Large  
Mr. L. S. Lewis  
Mr. L. Longobelli  
Mr. D. Macdonald  
Mr. C. E. Maclellan  
Dr. O. Marriott  
Mr. T. P. McLean  
Mr. P. L. Miller  
Mr. & Mrs. E. M. Moon  
Dr. W. B. A. Moore  
Mrs. Morrison  
Mr. A. G. Newington  
Mr. O. C. Oliff  
Mr. B. L. Packer  
Mr. N. Lo Pan  
Mr. W. Farley  
Mrs. E. O'Connell  
Mr. W. P. Pate  
Mr. Otto Pecker  
Mr. and Mrs. T. L. Perkins  
Mr. H. J. Pless  
Mr. A. E. Powell  
Mr. F. M. Price  
Dr. L. B. Reed  
Mr. H. T. Rindernicht  
Mrs. J. S. Rouch & child  
Mr. H. P. Roach  
Mr. H. Ross  
Mr. H. Schmitzer  
Mr. A. M. Schweitzer  
Mr. and Mrs. J. Gray Scott  
Mr. J. J. Shea  
Mr. E. J. Shipman  
Mr. C. Skott  
Mr. & Mrs. W. Spaulding  
Mr. A. L. Stein  
Mr. H. S. Swearing  
Mr. & Mrs. W. C. Taylor  
Mr. & Mrs. Wakefield  
Miss L. A. Watkins  
Mr. J. W. Whitcomb  
Mr. A. W. Whitlow  
Mrs. Whitton, child and infant  
Mr. A. S. Winter  
Mr. and Mrs. T. Wright

KING EDWARD HOTEL.

Madame Bondecke  
Mr. T. Chass  
Mr. Charles C. Chopp  
Mr. C. G. Fletcher  
Mr. T. G. Fletcher  
Madame Fontaine  
Mr. J. Watt Jamison  
Mr. J. P. Adams  
Mr. & Mrs. Abberg  
Mr. H. J. Barlow  
Mr. & Mrs. Chas. W. Briggs and child  
Mr. J. Brown  
Mr. W. G. Coadlin  
N. B. Delaney  
Mrs. Drew  
Mr. E. E. P. Eakin  
Mr. and Mrs. H. Eym  
Mr. R. M. Ezekiel  
Mr. John Furris  
Mr. A. J. Goodwin  
Miss H. Gray  
Mr. & Mrs. Chas. P. Have and child  
Capt. and Mrs. W. G. Hading  
Mr. A. A. Hemmuth  
Mr. Lutz Hilday

Mr. & Mrs. E. Allen Jones  
Mr. F. Kerr  
Mr. A. H. Laing  
Mr. H. J. C. Large  
Mr. L. S. Lewis  
Mr. L. Longobelli  
Mr. D. Macdonald  
Mr. C. E. Maclellan  
Dr. O. Marriott  
Mr. T. P. McLean  
Mr. P. L. Miller  
Mr. & Mrs. E. M. Moon  
Dr. W. B. A. Moore  
Mrs. Morrison  
Mr. A. G. Newington  
Mr. O. C. Oliff  
Mr. B. L. Packer  
Mr. N. Lo Pan  
Mr. W. Farley  
Mrs. E. O'Connell  
Mr. W. P. Pate  
Mr. Otto Pecker  
Mr. and Mrs. T. L. Perkins  
Mr. H. J. Pless  
Mr. A. E. Powell  
Mr. F. M. Price  
Dr. L. B. Reed  
Mr. H. T. Rindernicht  
Mrs. J. S. Rouch & child  
Mr. H. P. Roach  
Mr. H. Ross  
Mr. H. Schmitzer  
Mr. A. M. Schweitzer  
Mr. and Mrs. J. Gray Scott  
Mr. J. J. Shea  
Mr. E. J. Shipman  
Mr. C. Skott  
Mr. & Mrs. W. Spaulding  
Mr. A. L. Stein  
Mr. H. S. Swearing  
Mr. & Mrs. W. C. Taylor  
Mr. & Mrs. Wakefield  
Miss L. A. Watkins  
Mr. J. W. Whitcomb  
Mr. A. W. Whitlow  
Mrs. Whitton, child and infant  
Mr. A. S. Winter  
Mr. and Mrs. T. Wright

CONNAUGHT HOUSE.

Mr. & Mrs. A. W. Aldis  
Miss E. Aldis  
Mr. H. G. Battiscombe  
Lieut. H. F. Bull, R.N.  
Mr. & Mrs. J. E. Hingham  
and child  
Mr. E. J. Bickel  
Mr. L. C. Bishop  
Mr. S. Bissell  
Mr. W. S. Bissell  
Mr. E. A. Bonner  
Mr. F. G. Brighton  
Mr. L. Broughall  
Mr. & Mrs. W. C. C.

Dr. & Mrs. E. Allen Jones  
Mr. F. Kerr  
Mr. A. H. Laing  
Mr. H. J. C. Large  
Mr. L. S. Lewis  
Mr. L. Longobelli  
Mr. D. Macdonald  
Mr. C. E. Maclellan  
Dr. O. Marriott  
Mr. T. P. McLean  
Mr. P. L. Miller  
Mr. & Mrs. E. M. Moon  
Dr. W. B. A. Moore  
Mrs. Morrison  
Mr. A. G. Newington  
Mr. O. C. Oliff  
Mr. B. L. Packer  
Mr. N. Lo Pan  
Mr. W. Farley  
Mrs. E. O'Connell  
Mr. W. P. Pate  
Mr. Otto Pecker  
Mr. and Mrs. T. L. Perkins  
Mr. H. J. Pless  
Mr. A. E. Powell  
Mr. F. M. Price  
Dr. L. B. Reed  
Mr. H. T. Rindernicht  
Mrs. J. S. Rouch & child  
Mr. H. P. Roach  
Mr. H. Ross  
Mr. H. Schmitzer  
Mr. A. M. Schweitzer  
Mr. and Mrs. J. Gray Scott  
Mr. J. J. Shea  
Mr. E. J. Shipman  
Mr. C. Skott  
Mr. & Mrs. W. Spaulding  
Mr. A. L. Stein  
Mr. H. S. Swearing  
Mr. & Mrs. W. C. Taylor  
Mr. & Mrs. Wakefield  
Miss L. A. Watkins  
Mr. J. W. Whitcomb  
Mr. A. W. Whitlow  
Mrs. Whitton, child and infant  
Mr. A. S. Winter  
Mr. and Mrs. T. Wright

CONNAUGHT HOUSE.

Mr. & Mrs. A. W. Aldis  
Miss E. Aldis  
Mr. H. G. Battiscombe  
Lieut. H. F. Bull, R.N.  
Mr. & Mrs. J. E. Hingham  
and child  
Mr. E. J. Bickel  
Mr. L. C. Bishop  
Mr. S. Bissell  
Mr. W. S. Bissell  
Mr. E. A. Bonner  
Mr. F. G. Brighton  
Mr. L. Broughall  
Mr. & Mrs. W. C. C.

Dr. & Mrs. E. Allen Jones  
Mr. F. Kerr  
Mr. A. H. Laing  
Mr. H. J. C. Large  
Mr. L. S. Lewis  
Mr. L. Longobelli  
Mr. D. Macdonald  
Mr. C. E. Maclell



## SHIPPING

## ARRIVALS.

CHUYEN, Chinese steamer, 27th Sept., from Canton.  
 HAINING, British steamer, 1297, A. E. Hodgins, 27th Sept., from Swatow 26th Sept., General.  
 KONGSANG, Chinese steamer, 1332, Wm. H. Lam, 27th Sept., from Shanghai 24th Sept., General.  
 KONGSANG, British steamer, 1350, W. P. Baker, 27th Sept., from Swatow 26th Sept., General.  
 JARDINE, Matheson & Co.  
 MERCEDES, British steamer, 5000, J. S. McGregor, 26th September, from Weihaiwei 21st September.  
 MURK, British steamer, 2328, A. E. Denson, 27th Sept., from Peking 26th Sept., Petrograd.  
 SINGAPORE, British steamer, 3771, W. Grimes, 26th Sept., from Amoy 25th September, General.  
 SINGAPORE, British steamer, 2398, H. S. Bradshaw, 26th Sept., from London 19th Aug., General.  
 TAIWAN, British steamer, 1411, J. T. Laid, 27th Sept., from Saigon 25th Sept., General.  
 BRADLEY & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 27th September.  
 ADELPHI, British steamer, for Kuching.  
 GLENGLASS, British steamer, for Singapore.  
 KONGSANG, Chinese steamer, for Canton.  
 PRINCE WILHELM, German steamer, for Yokohama.

## DEPARTURES.

26th September.  
 BERTON, British steamer, for London.  
 27th September.  
 ADELPHI, British steamer, for Kuching.  
 BERTON, British steamer, for London.  
 CARR, British steamer, for Hongkong.  
 CHOW, British steamer, for Hongkong.  
 HAN, British steamer, for Hongkong.  
 LISA, British steamer, for Hongkong.  
 NAKANO, British steamer, for Hongkong.  
 ROSS, British steamer, for Hongkong.  
 ZETEN, British steamer, for Hongkong.

## SHIPPING REPORTS.

The British steamer reports: Fine N.E. winds and smooth seas.  
 The British steamer reports: Light N.E. breeze and fine weather.  
 The British steamer reports: Light easterly winds, fine and clear weather, smooth sea.  
 The Chinese steamer reports: Expectation light variable winds and fine weather throughout.  
 The British steamer reports: From 6 p.m. to 10 a.m., 25th inst., have to be for typhoon weather. Wind from N. to E. and S. Squalls of heavy rain, mountainous seas and heavy rain. Weather improved later, and chance to part fine with moderate N.W. winds.

## VESSELS PASSED ANKER.

Sept. 6, Dutch steamer, from Batavia for Rotterdam.  
 Sept. 6, British steamer, from Batavia for London.  
 Sept. 8, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.  
 Sept. 9, British steamer, from London for Batavia.

## VESSELS IN DOCK.

27th September.  
 ABERDEEN DOCK.—  
 KOWI on DOCK.—  
 Orange Branch, Kowloon, Peking, Empress of China, Prince Waldemar, Cosmopolitan Dock—Chili.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAINING,"

Captain A. E. Hodgins, will be despatched for the above ports TO-SAY, the 28th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAPEAK & CO., General Managers.

Hongkong, 27th September, 1905. [222]

FOR SAN FRANCISCO VIA PORTS.

THE Steamship.

"DAKOTA,"

Captain Ross, will be despatched for the above port TO-SAY, the 28th inst.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd September, 1905. [2187]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship.

"SENECA,"

Captain Grimes, is now in port and is ready to take in cargo and will be despatched TO-MORROW the 29th September.

For Freight, or other information, apply to STANDARD OIL COMPANY, OF NEW YORK.

Original Freight Department, (Hotel Mansions, 2nd Floor).

Hongkong, 16th September, 1905. [1925]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"OCEANIC,"

Captain Court, will be despatched for the above ports on or about TUESDAY, the 3rd October.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 27th September, 1905. [2]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K. nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via Singapore, &c.	CEYLON	Brit. str.	1 m.	C. P. Lockstone, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	ALCIBIOUS	Brit. str.	1 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 7th Oct.
LONDON, AMSTERDAM & ANTWERP	NUBIA	Brit. str.	1 m.		P. & O. S. N. Co.	On 7th Oct. at Noon.
LONDON, AMSTERDAM & ANTWERP	DIOMEDE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th Oct.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 21st Nov.
MARSEILLES, &c. via PORTS OF CALL.	POLYNESIAN	Franch. str.		Broe	MESSAGERIES MARITIMES	On 3rd Oct., at 1 p.m.
BREMEN, via PORTS OF CALL.	JABERY	Ger. str.		Formos	MELOUKIS & Co.	On 11th Oct., at Noon.
HAVRE & HAMBURG via STRAITS, &c.	SILEBIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 8th Oct.
HAVRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k.w.	Kunisol	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 18th Oct.
HAVRE & HAMBURG via STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Jabury	HAMBURG-AMERIKA LINIE	On 1st Nov.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 15th Nov.
HAVRE & HAMBURG via STRAITS, &c.	C. FERR. LARIZ	Ger. str.			BUTTERFIELD & SWIRE	About 20th Nov.
GENOA, MARSEILLES & LIVERPOOL	CHINGWOO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Oct.
GENOA, MARSEILLES & LIVERPOOL	ALSTON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		STANDARD OIL CO.	On 5th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		DODWELL & Co., Ltd.	About 10th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		CARLOWITZ & Co.	About 5th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	To-day.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		SHEWAN, TOMES & Co.	On 15th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 1st Nov.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 14th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		DODWELL & Co., Limited.	On 1st Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th Nov., at Daylight.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		PORTLAND & ASIATIC STEAMSHIP CO.	On 4th Oct., at Noon.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		WOLTMAN & Co.	On 17th Oct., at Noon.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		MESSAGERIES MARITIMES	To-day at 5 p.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 6th Oct., Noon.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		MESSAGERIES MARITIMES	About 3rd Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		SHEWAN, TOMES & Co.	On 30th inst., 4 p.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		SHEWAN, TOMES & Co.	On 2nd Oct., 3 p.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		JARDINE, MATHESON & Co.	About 5th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		P. & O. S. N. Co.	On 5th Oct., 10 a.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 4th Oct., 10 a.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 1st Oct., at 10 a.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 8th Oct., 10 a.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		DOUGLAS LAPEAK & Co.	To-day, at 11 a.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		JARDINE, MATHESON & Co.	To-morrow at 4 p.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		SHEWAN, TOMES & Co.	On 10th inst., at Noon.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		SHEWAN, TOMES & Co.	On 7th Oct., at Noon.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		YATA-CHUN JAPAN LINE	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		DAVID SASSOON & Co., Ltd.	On 3rd Oct., at 3 p.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 10th Oct., at 3 p.m.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		P. & O. S. N. Co.	About 2nd Oct.
NEW YORK via PORTS & SUEZ CANAL	SENECA	Brit. str.	1 m.		JARDINE, MATHESON & Co.	On 4th Oct. at 3 p.m.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

STEAMERS	SAILING DATES.
WEDNESDAY	11th October
WEDNESDAY	25th October
WEDNESDAY	8th November
WEDNESDAY	22nd November
WEDNESDAY	6th December
WEDNESDAY	20th December
WEDNESDAY	3rd January
WEDNESDAY	17th January
WEDNESDAY	31st January
WEDNESDAY	14th February
WEDNESDAY	28th February

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at Noon, the Steamship "BAYERN," Captain Forster, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted (if Noon, on MONDAY, the 9th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 10th October; and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs., and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th September, 1905. [5]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

YOKOHAMA VIA SHANGHAI, MOI and KOBE.

STEAMERS.

TO SAIL.

REMARKS.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANTIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"ARABIA" 4,493 Metzenthien November 7th, 1905.

"ARAGONIA" 4,493 Metzenthien November 20th, 1905.

"NICOMEDIA" 4,493 Metzenthien December 22nd, 1905.

"NUMANIA" 4,493 Metzenthien January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 30th August, 1905. [13]

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, Tientsin, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.

Freight.

Freight & Passengers.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 10th October.
GLASGOW and LIVERPOOL	"CALCHAS"	On 17th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 24th October.
GLASGOW and LIVERPOOL	"MENELAUS"	On 31st October.
GLASGOW and LIVERPOOL	"PINGSUET"	On 7th November.
GLASGOW and LIVERPOOL	"HECTOR"	On 14th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 21st November.

## OUTWARDS.

FROM	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 7th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 15th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMEDES"	On 21st October.
LONDON, AMSTERDAM and ANTWERP	"NACHAON"	On 7th November.
GENOA, MARSEILLES and LIVERPOOL	"CHINGWO"	On 15th November.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"TYDEUS"	On 1st October.
NAGASAKI, KOBE and YOKO-	"PINGSUET"	On 1st November.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 24th October.
	"NACHAON"	On 3rd November.

Butterfield & Swire,  
AGENTS.

Hongkong, 25th September, 1905.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	DATE
CHEFOO and NEWCHWANG	"KWEIYANG"	On 28th September.
CHU and LOILO	"SUNGKIANG"	On 30th September.
SWATOW, TSINGTAU, WEI-HAI- WEI, CHEFOO and TIEN-TSIN	"CHIHLEI"	On 1st October.
MANILA, ZAMBOANGA, PORT DARWIN, ETC.	"TEAN"	On 3rd October.
	"CHINGTU"	On 16th October.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Tables. A daily qualified  
Surgeon is carried.Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and  
other ports, which are fitted throughout with Electric Light, Unrivaled Tables. A daily qualified  
Surgeon is carried.Reduced SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th September, 1905.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,600	E. V. Roberts	Saturday, October 14th
MYADES	3,723	Geo. Wright	Saturday, November 11th
TREMONT	9,600	T. W. Grellick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,723	F. G. Partridge	Friday, December 29th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS.QUEEN'S BUILDINGS,  
Hongkong, 20th September, 1905.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMUI VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 8th Oct., at 10 A.M.
TAMUI VIA SWATOW AND AMOI	"PROTEUS"	SUNDAY, 1st Oct., at 8 A.M.
ANPING VIA SWATOW AND AMOI	"PROMISE"	WEDNESDAY, 4th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"FRITHJOF"	THURSDAY, 5th Oct., at 10 A.M.

\* This Steamer has superior accommodation for First-class Passengers, and is fitted  
throughout with electric light.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports,  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.

T. ABIMA, Manager.

Hongkong, 12th September, 1905.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons, Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
"ATHENIAN" 3,882 Tons, Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
"EMPEROR OF INDIA" 6,000 Tons, Com. E. Eastham, R.N.R. WEDNESDAY, 15th Nov.  
"TARTAR" 4,425 Tons, Com. W. Davidson, R.N.R. WEDNESDAY, 29th Nov.  
"EMPEROR OF JAPAN" 6,000 Tons, Com. H. Pybus, R.N.R. WEDNESDAY, 19th Dec.  
Hongkong to London, 1st Class, via St. Lawrence 200, via New York 202.  
Intermediate on Steamers, 240. 1st Class Rail, 242.THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and makes connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only; at  
Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

## JAPAN COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

HONGKONG BRANCH—34, LEWIS STREET, E.O.

HONGKONG BRANCH—PRINCE'S BUILDINGS, Ice House Street.

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Northwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosaki,  
Nagasaki, Kobe, Kure, Shimotsuki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipeh, etc.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Cod-5)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and  
SOLE AGENTS for Hokkaido, Tohoku, Kanto, Kanagawa, Mutsu, Murotsu, Otsu, and  
Sasakura Tanboku, Yoshida, Yashio, Yonokuni, and other Coals.

S. MINAMI, Manager, Hongkong.

## VESSELS ON THE BERTH

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).PROPOSED SAILINGS FROM HONGKONG,  
1905."SATSUMA" ... 31st Oct.  
"SIKH" ... 25th Oct.  
"WRAY CASTLE" ... to follow.For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 20th September, 1905. 2105-2153

DAMPSCHEIFFS-RHEDERER-UNION  
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

With Liberty to Call at the Malabar Coast.  
THE Steamship"ALBENGA,"  
Captain Peterson, will be despatched for the  
above port on or about 10th October.For Freight, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 20th September, 1905. 2132

## SHIPPING IN PORT.

STEAMERS.

ACHILLES, British str., 4,183, R. C. Thompson,  
18th Sept.—Shanghai 15th Sept. p.m.  
General.—Butterfield & Swire.ANDREW RICKMERS, German str., 1,020, H.  
Kohn, 23rd Sept.—Bangkok 15th Sept.  
Rice and Wood.—Butterfield & Swire.A. APCAR, British str., 2,531, E. Poy, 25th  
Sept.—Calcutta 9th Sept. and Singapore  
20th, General.—David Sassoon & Co.ARCADIA, British str., 5,454, G. Schmidt, 19th  
Sept.—Moji and Shimotsuki 13th Sept.  
—Hamburg-America Line.BENGLOE, British str., 1,331, H. W. Bee, 25th  
Sept.—Shanghai 21st Sept., General.—  
Gibb, Livingston & Co.BENEDICT, British str., 2,508, James Pettor, 13th  
Sept.—Shanghai 10th Sept., General.—  
Gibb, Livingston & Co.BLACKHATH, British str., 1,719, W. T.  
Sherborne, 15th Sept.—Sourabaya and  
Proboling 3rd Sept. Sugar.—Dodwell  
& Co.BORNEO, German str., 1,344, F. Sembill, 25th  
Sept.—Sourabaya 20th Sept. Timber and  
General.—Moloch & Co.BOURBON, French str., 1,020, 7th Sept.  
Saigon 3rd Sept. General.—Chinsee.CAITHNESS, British str., 2,222, W. Atkinson,  
2nd Sept.—Bombay 6th Sept. Cotton.—  
Nippon Yusen Kaisha.CARL MENZEL, German str., 931, G. Cor-  
nard, 23rd Sept.—Moji and Japan 18th  
Sept. Coals.—East Asiatic Trading Co.CEYLON, British str., 2,637, C. F. Lockstone,  
20th Sept.—Yokohama 12th September,  
General.—P. & O. S. N. Co.CHIHLEI, British str., 1,142, G. Hooker, 22nd  
Sept.—Tientsin, Chefoo and Swatow 21st  
Sept. General.—Butterfield & Swire.CHILDAR, Norwegian str., 1,102, H. Nielsen,  
22nd Aug.—Sourabaya 13th Aug. Sugar.  
—Order.CHIYEN, Chinese str., 1,050, C. Stewart, 20th  
September.—Shanghai 17th Sept., General.  
—Chinsee.CLAYBURN, British str., 2,154, D. Barton, 6th  
Sept.—From Saint Cruz, Ballast.—China  
Commercial S.S. Co.DUNBAR, British str., 1,344, H. G. Case, 25th  
September.—Calcutta 10th Sept. Coals.—  
Dodwell & Co., Ltd.EMPEROR OF CHINA, British str., 3,048, R.  
Archibald, R.N.R. 26th Sept.—Vancouver  
4th Sept. and Shanghai 23rd, Mails and  
General.—C. P. R. Co.FOOSHING, British str., 1,423, T. Arthur, 22nd  
Sept.—Sourabaya 12th September, Sugar.  
—Jardine, Matheson & Co.GLENNESK, British str., 2,274, J. Rafferty, 28th  
Sept.—Antwerp and London 13th Aug.  
General.—McGregor Bros. & Gow.HERMANN MENZEL, German str., 1,364, W.  
Hanson, 11th August.—Chefoo 6th Aug.  
Bann.—Chinsee.KATHARINE PARK, British str., 3,075, W. H.  
Copp, 21st Sept.—Durban 21st August,  
Coolies.—Gibb, Livingston & Co.KWEIYANG, British str., 1,002, W. O. Jones,  
23rd Sept.—Shanghai 19th Sept., General.  
—Butterfield & Swire.LANSHAN, German str., 2,300, Springfield, 7th  
Aug.—Saigon 2nd August, Ballast.  
—Jensen & Co.LOOMMOON, German str., 1,245, Kalkofen, 25th  
Sept.—Shanghai 22nd Sept. General.—  
Siemssen & Co.LYRIA, German str., 2,734, C. Hoyer, 25th  
Sept.—Kobe and Nagasaki 20th Sept.,  
General.—Siemssen & Co.MACHU, German str., 1,099, H. Harjes, 26th  
September.—Bangkok 16th Sept. Rice  
and Wood.—Butterfield & Swire.MOSCOW, American str., 8,750, W. P. S.  
Porter, 25th Sept.—San Francisco 26th  
August, Mails and General.—P. M. S. S. Co.PARLAT, German str., 1,017, H. Demes, 26th  
Sept.—Bangkok via Swatow 17th Sept.,  
Rice, Wood and General.—Butterfield  
& Swire.PONAPE, German str., 125, H. Martens, 6th  
Sept.—Ponape 13th Aug.—German Consul.  
PRINZ WALDEMAR, German str., 3,227,  
Wollmann, 24th Sept.—Sydney 2nd Sept.,  
General.—Melchers & Co.RADNORSHIRE, British str., 1,889, J. M. P.  
Haffner, 22nd September.—Moji 17th Sept.  
Coal.—Shewan, Tomes & Co.RUHR, British str., 1,699, A. H. Nollay, 25th  
Sept.—Manila 23rd Sept. Temp.—Shewan,  
Tomes & Co.SIBERIA, American str., 5,655, J. Tremaine  
Smith, 12th Sept.—San Francisco 16th  
August, Mails, Flour and General.—P. M.  
S. S. Co.MITSU BISHI DOUKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714 "

Width of Entrance on Top... 95 "

Width of Entrance on Bottom... 88 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 28 "

DOCK No. 2.

Extreme Length... 371 feet.  
Length on Blocks... 361 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.A LARGE STOCK of MATERIAL is  
always kept on hand.THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. 1353NOTICES TO CONSIGNEES  
NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This Vessel brings on Cargo—  
From London, &c., ex s.s. Britannia.  
From Persian Gulf ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
4.30 p.m. To-day.Goods not cleared by the 25th inst. at 4 p.m.  
will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the Go-  
dows for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.L. S. LEWIS,  
Acting Superintendent.

Hongkong, 21st September, 1905. [1]

## STEAMSHIP "CALEDONIAN"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
Mediterranean ex s.s. Cambrai,  
in connection with above Steamers are hereby  
informed that their Goods, with the exception  
of Opium, Treasures and Valuables, are being  
landed and stored at their risks in the Go-  
dows of the Hongkong and Kowloon Wharf &  
Godown Co., Ltd., at Kowloon, whence delivery  
may be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon To-day, requesting it to be landed  
here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
Thursday, the 28th inst., at Noon, will be sub-  
ject to rent and landing charges.All claims must be sent in to me on or before  
the 28th inst., or they will not be  
recognised.All damaged packages will be examined on  
Thursday, the 28th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 21st September, 1905. [2]

## "HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risks in the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., whence  
and from the wharves delivery may be  
obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 30th inst. will be subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
7th prox., or they will not be recognised.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 23rd September, 1905. [2196]

FROM HAMBURG, BREMEN, ROT-  
TERDAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H.A.L. Steamship

"BORUSSIA."

Captain Hahn, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.All Claims must be presented within ten days  
of the steamer's arrival after which date they  
cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 2nd October, will be subject  
to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 2nd October, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 25th September, 1905. [212]&lt;/



